

Intimations.

WM. POWELL,
LIMITED.

GENTLEMEN'S
DEPARTMENT,
28, Queen's Road,
(OPPOSITE THE CLOCK TOWER.)

SHIRTS!
SHIRTS!
SHIRTS!

Our New Stock of
Spring & Summer Shirts
has just arrived.

ELEGANT
PATTERNS IN
LIGHT-WEIGHT
ZEPHYR,
CELLULAR,
SILK & WOOL,
&c, &c, &c.

NECKWEAR!
NECKWEAR!
NECKWEAR!
NEW & EXCLUSIVE
DESIGNS.

UNDERWEAR!
UNDERWEAR!
UNDERWEAR!

A fine Selection of
INDIA GAUZE,
BALBRIGAN,
LISLE THREAD,
SILK AND
SILK AND WOOL
UNDERWEAR
especially suitable for
this climate.

HALF-HOSE!
HALF-HOSE!
HALF-HOSE!
GOOD QUALITY,
SMART PATTERNS
MEDIUM AND
LIGHT-WEIGHTS.

MODERATE PRICES.
INSPECTION INVITED.

Wm. POWELL, Ltd.
HONGKONG.
Hongkong, 11th April, 1905.

Intimations.

THE WORRIED WOMEN.

They say men must work and women must weep; but alas, in this too busy world, women often have to work and weep at the same time. Their holidays are too few and their work too heavy and monotonous. It makes them nervous and irritable. The depressed and worried woman loses her appetite and grows thin and feeble. Once in a while she has spells of palpitation and has to lie up for a day or two. If some disease like influenza or malarial fever happens to prevail she is almost certain to have an attack of it, and that often paves the way for chronic troubles of the throat, lungs and other organs; and then is no saying what the end may be. Let the tired and overladen woman rest as much as possible; and, above all, place at her command a bottle of

WAMPOL'S PREPARATION

A true and sure remedy for the ills and maladies of women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Search the world over and you will find nothing to equal it. Taken before meals it improves the nutritive value of ordinary foods by making them easier to assimilate, and has carried hope and good cheer into thousands of darkened homes. It is effective from the first dose, and probably one bottle is all you may need. It is absolutely reliable and effective in Blood Impurities, Nervous Dyspepsia, Watery Conditions, Melancholy, Chlorosis, Impaired Nutrition, Scrofula, Low Vitality, and all troubles of the Throat and Lungs. Dr. E. J. Boyes says: "I have found it a preparation of great merit. In a recent case a patient gained nearly twenty pounds in two months' treatment, in which it was the principal remedial agent." It carries the guarantee of reliability and cannot fail or disappoint you. Why accept a substitute? Sold by all chemists.

BANK HOLIDAYS.

IN accordance with the provisions of Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on GOOD FRIDAY and EASTER MONDAY, the 21st and 22nd instants. Hongkong, 17th April, 1905. [483]

CHINA NAVIGATION COMPANY, LIMITED.

"SUNGKIANG" FIRE, APRIL 29TH, 1904. SHIPPERS, Underwriters and others are hereby notified that the GENERAL AVERAGE STATEMENT will be closed on 15TH MAY, 1905, and that all Claims not sent in to the Underwriter before that date cannot be included in the Statement.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th April, 1905. [485]

HONGKONG Jockey Club.

NOTICE.

THE NINETEENTH YEARLY GENERAL MEETING of the MEMBERS of the HONGKONG Jockey Club will be held in the Club House, on THURSDAY, the 20th April, 1905, at 5 P.M.

By Order, C. H. GRACE, Secretary.

Hongkong, 12th April, 1905. [466]

HONGKONG Jockey Club.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of MEMBERS of the above Club will be held in the CITY HALL, on SATURDAY, the 29th April, 1905, at 3 P.M. A Notice will be sent to Members embodying the Special Resolutions to be submitted at this Meeting.

By Order, T. F. HOUGH, Clerk of the Course.

Hongkong, 14th April, 1905. [475]

HONGKONG Jockey Club.

NOTICE.

THE HALF-YEARLY GENERAL MEETING of MEMBERS will be held in the CITY HALL, on SATURDAY, the 29th April, 1905, at 3.30 P.M.

By Order, T. F. HOUGH, Clerk of the Course.

Hongkong, 14th April, 1905. [476]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty per Cent. upon contributions for the year 1904 has been declared.

WARRANTS will be issued on the 3rd May 1904 has been declared.

By Order of the Board, C. MONTAGUE EDE, Acting Secretary.

Hongkong, 13th April, 1905. [473]

NOTICE is hereby given that Mr. NG LI HING of the "GOH GUAN HIN" Hong, No. 108, Wing Lok Street, Victoria, Hongkong, Merchant, will not be Responsible for any Debts contracted by his Son NG KAI SUI, otherwise called NG CHAP NG, who is a minor of 17 years of age, and has no property whatever either in reversion or in expectancy. The Public are hereby warned against lending him money or contracting with him in any manner.

Dated the 15th day of April, 1905. EWENS and HARTSON, Solicitors for NG LI HING.

ECLIPSES OF THE SUN.

USED TO FIX DATES B.C.

Eclipses of the sun are generally looked upon as interesting to the astronomer only, and perhaps to those fortunate persons who happen to live in the path of one, and who may amuse themselves, until they get bored with it, by shutting one eye, and gazing with the other, through fragments of smoked glass, at a pale, anemic sun—the mere shadow of his proud self—and looking for all the world like a biscuit with a bite out of it. It is not so generally known that eclipses have their scientific interest for the historian. Yet such is the case. The dates of events which happened before the Christian era are largely fixed by reference to certain recorded eclipses.

Three are recorded by Herodotus. "And after this," he says, "there arose a war between the Lydians and the Medes, for five years. During that time, the Medes often defeated the Lydians, and often the Lydians the Medes. Among these battles was one night attack. They went on with war, and neither side had the advantage, when, in the sixth year, battle took place, in which it came to pass that the day suddenly turned to night. The eclipse, which took place on that day, was foretold by Thales of Miletus to the Ionians; he forecast—as its date—this very year in which it actually happened." Not bad, that, for an astronomer living 600 years before Christ. Herodotus goes on: "The Lydians and the Medes, when they saw night coming on in place of day, stopped fighting, and made no small haste to come to terms. Those who advised them to do this were Syennesis, King of Cilicia, and Labynetos of Babylon. We fear that the Japanese and the Russians will not be so easily appeased."

This eclipse is known by astronomers to have taken place on May 28, 585 B.C. "Labynetos" is probably the same as "Nabunaid" of Scripture. So that the date thus arrived at is very important indeed.

The second eclipse gives the date of Xerxes' great march from Sardis to Abydos, on the occasion of the bridging of the Hellespont and the second invasion of Greece. "When news came to Xerxes that this work was complete" (i.e., the cutting of a canal through the Peninsula of Athos—a work which the Romans laughed at as an ancient fiction, but of which the remains were recently found), "he began his march to Abydos, fully equipped, in the early spring. At the moment of his starting the sun suddenly left his abode in the heavens, and disappeared, though there were no clouds to be seen, and the sky was serene and clear. Day was thus turned into night." The magicians told the King that this portent foretold that he would lay low the Greek cities. This eclipse is known to have taken place on April 19 (i.e., "early spring"), B.C. 480.

Another eclipse took place when the army under the Spartan King Cleombrotas was building a wall across the Isthmus of Corinth to keep back the Persians. They immediately gave up the work, and returned.

Finally an important date at the beginning of the Peloponnesian War is fixed by the following words of Plutarch. Athens was besieged by Spartans, and the dreadful outbreak of plague that ensued had taken half the pluck out of the inhabitants. To cheer them up, Pericles led a squadron of Athenian ships in a raid upon the Peloponnesian coast—"The whole fleet was in readiness, when there happened an eclipse of the sun. The sudden darkness was looked upon as a bad omen. Pericles, seeing that the pilot was very scared and perplexed, took his cloak and flung it over the pilot's head, and asked him if he found anything to be frightened at in that, or considered it a bad omen. The pilot answered that he did not. "Where is the difference, then, between this case and the others?" asked Pericles. "It is only that something rather bigger than my cloak causes that eclipse." This eclipse took place on August 3, B.C. 431. The ancients were not so simple as we are sometimes led to imagine. They had no telescopes, and had to trust to their eyes for their observations; and yet the ingenious Thales foretold an eclipse 2500 years ago; and some centuries later Lucretius gives (along with several incorrect ones) the correct explanation of an eclipse in his poem on the nature of the universe. And we may well imagine the Greeks and Romans having stood, as we stand to-day, staring up into the sky, and making grimaces at its diminished moon, through some prehistoric substitute for our precious little grimy fragments of smoked glass.

LITTLE KINGS.

MEN WHO ARE MONARCHS OF LONELY ISLANDS

Who among us at some period of his life has not longed to be the possessor of an island? It is a romantic desire which seems to be born in us, first manifests itself when, as children, we stand upon islands of sand on the edge of the sea, and proudly proclaim our independence from protecting nursemaids.

The number of people who actually possess islands of their own is naturally very limited. Earl Fitzwilliam's strange expedition to Cocos Island has directed attention to the German named Geisler, who, for 18 years, has made this lonely spot his home. He bought the secret as to where the treasure was hidden from a relative of one of the pirates who had deposited it, and obtained the sanction of the Costa Rica Government to live on the island with the title of Governor. Though Geisler has never found the treasure, he has built himself a comfortable house, and made the best use of the lovely tropical climate in cultivating all manner of fruits, spices, and tobacco. Many thousands of miles from the lonely territory governed by Geisler, is another Cocos Island, belonging to the Cocos-Keeling group in the Indian Ocean. In 1835, the island being still unoccupied, a Scottish sailor named Ross, sprung from an old Jacobite family, landed and took possession.

DUSKY QUEEN.

In 1834 he died, and was succeeded by his son, George Clunies Ross, the present King of the Cocos-Keeling group. It is interesting to note that he was educated in Germany, and is married to a Cocos woman, who does not speak English. King Ross elected to adopt the British Sovereign as overlord, and since 1857, the group has been under the Union Jack.

Christmas Island—another "earthly paradise" in the Cocos-Keeling group—was appropriated in 1888 by Andrew Clunies Ross, brother of the Cocos King. The birds on this island are so extraordinarily tame that a Government official from the Straits Settlements who visited it in 1891, declared that he caught a little thrust with a butterfly net, and "shot ten pigeons on one tree one after the other, without one of them attempting to fly away."

Rats and cats are the two great pests against which the Kings of Cocos and Christmas Islands have now to fight. The rats were once landed from a ship, and the cats that were imported to kill them overran the islands, and have become a perfect nuisance themselves by killing birds, most of which were brought to the islands to destroy the coconut beetles.

The Rosses are by no means idle potentates. They themselves do all manner of work, and are excellent mechanics and carpenters. One of their most notable feats was the manufacture of a good-sized schooner, in which they make frequent journeys from one island to another, and also at times to Java, which lies 190 miles to the north.

THE CHOCOLATE KING.

The largest island in the world under private ownership is Anticosti, which has an area of 3500 square miles, and lies in the mouth of the St. Lawrence River, commanding the highway to Montreal and Quebec. In April, 1896, M. Henri Menier, the French "chocolate king," acquired the island from the liquidator of the Governor and Company of the Island of Anticosti for the sum of £25,000.

He has administered it as a private estate, and placed it under the management of an agent—M. Oscar Commettant—to whom he has given the pompous title of Governor of Anticosti. Many improvements have been wrought in the island and the conditions of its settlers since it passed into M. Menier's hands. Many buildings have been erected, and others are in course of construction. More land has been put under cultivation. Increased means of communication have lessened the price of the necessities of life, and fish and game have been preserved from wholesale destruction.

In the Azores Archipelago are the two islands of Corvo, which have belonged to a Portuguese family for over 500 years, and are now offered for sale. Coming nearer home, many of the islands around the United Kingdom are in the hands of private owners. Lord Strathcona, the Canadian multi-millionaire, only recently purchased the islands of Colonsay and Oronsay from the trustees of General Sir John M'Neill, V.C. The two islands comprise nearly 14,000 acres of arable and rich pasture land, hill grazing, heather-covered moors, and extensive woods and plantations. There is also an excellent mansion on the east side of Colonsay, with pretty gardens, and sheltered by woods.

The islands are also famous for their Highland cattle, while the Oronsay inlets abound with seals.

THE SCILLIES.

Off the extreme south-west coast of England lie the lonely Scilly Isles, over which Mr. T. A. Dorrien Smith rules with a benevolent despotism. His mansion occupies the site of the ancient Abbey of Treco, on Treco Island, and the gardens—in which many tropical trees and plants flourish—strikingly illustrate the wonderfully equable climate. Not so many miles from the Scillies is lonely Lundy Island, of which a clergyman—the Rev. H. G. Heaven—is owner, lord of the manor, and rector. It was bought by Mr. W. H. Heaven in 1834, who made it his place of residence, and successfully resisted all attempts to bring his "fee island" under the jurisdiction of the Devon magistrates.

Long St. Ives is the owner of perhaps the most romantic island home in the kingdom. It is the far-famed St. Michael's Mount, towering out of the blue Cornish sea. Part of the old fortress is said to date from the day of the Conquest, and one of the pinnacles of the tower is the famous St. Michael's Chair. The legend is that whoever sits therein before marriage will rule husband or wife, as the case may be.

Another English island king is Mr. Charles Van Ralle, who owns Brownsea Island, in the middle of Poole Harbour. His residence stands on the site of a castle built to protect the busy harbour against French raiders.

One of the few women in possession of their own island is Lady Marie Louise Hamilton, only daughter of the late Duke of Hamilton. She inherited from her father the lovely Isle of Arran, which stands sentinel to the Firth of Clyde. Lady Marie and her mother, the Duchess of Hamilton, spend much of their lives in their island home.—By J. B. Wilson, in the "London Daily Mail."

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	110 7/16
Do. 4 months' sight	110 9/16
France—Bank T.T.	234 1/2
America—Bank T.T.	54 1/2
Germany—Bank T.T.	131 1/2
India T.T.	139 1/2
Do. demand	140
Shanghai—Bank T.T.	72 1/2
Japan—Bank T.T.	91 1/2
Java—Bank T.T.	112 1/2

Buying.	
4 months' sight L.C.	110 11/16
6 months' sight L.C.	110 13/16
30 days' sight San Francisco & New York	15 1/2
4 months' sight	46 1/2
30 days' sight Sydney and Melbourne	110 15/16
4 months' sight France	238 1/2
6 months' sight	240
4 months' sight Germany	131 1/2
Bar Silver	26 1/2
Bank of England	21 1/2

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—	
	Per picul.
Malwa New	1,125
Old	1,175
Older	1,260
Oldest	1,350
Patna New	1,185
Benares New	1,160
(Parilla) (Paper)	78 1/2

Entertainment.

MASONIC QUADRILLE CLUB.

A SMOKING CONCERT will be given under the auspices of the MASONIC QUADRILLE CLUB, on THURSDAY, the 20th instants, in the old Chamber of Commerce Room, CITY HALL, Commencing at 8.30 P.M. Tickets 5s each, at the Door. Hongkong, 17th April, 1905. [481]

Auctions.

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions to sell by PUBLIC AUCTION, ON WEDNESDAY, the 26th day of April, 1905, at 3 P.M., at his Sales Rooms.

The following VALUABLE LEASEHOLD PROPERTY, situate at Victoria, in the Colony of Hongkong, viz:—

All that PIECE or PARCEL OF GROUND situate at Victoria aforesaid registered in the Land Office as INLAND LOT No. 1666. Area 689 square feet. Term 75 years. Annual Crown Rent \$11.00 together with the message thereon, known as No. 8, Po Hing Fong. For further particulars and conditions of sale, apply to—

JOHNSON, STOKES & MASTER, Solicitors for the Mortgagees, or to GEO. P. LAMBERT, Auctioneer. Hongkong, 15th April, 1905. [472]

PUBLIC AUCTION.

THE Underwriter has received instructions from E. H. HINDS, Esq., to sell by PUBLIC AUCTION, ON FRIDAY, the 28th April, 1905, at 2 P.M., within his residence, "Glenashiel," The Peak, THE WHOLE OF HIS VALUABLE

HOUSEHOLD FURNITURE, Comprising—

TEAKWOOD EXTENSION DINING TABLE and CHAIRS, TEAKWOOD SIDEBOARD with BEVELLED GLASS, DINNER WAGGONS, CANTON CARVED BLACKWOOD CABINET, TEA TABLES, MARBLE-TOP BLACKWOOD TABLE, STEEL ENGRAVINGS, JAPANESE SCREENS, DOUBLE and SINGLE BRASS-MOUNTED BEDSTEADS with WIRE and HAIR MATTRESSES, MARBLE-TOP WASHSTANDS and BUREAU with BEVELLED GLASS, DOUBLE TEAKWOOD WARDROBES with GLASS, &c., &c., &c.; ALSO

One COTTAGE PIANO, by M. F. Rachalski & Co., Hamburg, One LADY'S and One GENT'S BICYCLES, One Eastman-Kodak CAMERA and a number of Scientific BOOKS, One IRON SAFE by Harris, Goodwin & Co., Birmingham and London; AND

A Large Assortment of PLANTS in Pots. Catalogues will be issued. TERMS—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 15th April, 1905. [477]

Intimations.

WEISMANN, LTD.

RECOMMEND THEIR

HOT-CROSS BUNS, 60 CENTS PER DOZ.

PLEASE send your Orders in time to secure prompt supply.

H. WEISMANN, Manager. Hongkong, 15th April, 1905. [46]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO and ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S.S. Co., BOSTON STEAMSHIP and TOWBOAT Co., OCEAN S.S. Co. and CHINA MUTUAL S.S. Co. For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road. A. S. MIHARA, Manager. Hongkong, 27th March, 1905. [68]

S. MOUTRIE & CO., LD., PIANO AND ORGAN MANUFACTURERS.

14, QUEEN'S ROAD, FIRST FLOOR.

I HAVE just received a shipment of second hand Pianos from \$200 upwards, and written guarantee for a test period of TWO Years given for each instrument.

A large consignment of records at the low figure of \$1.80 each, 7/11, on wholesale orders. The largest and most varied Stock of Music in China. Inspection solicited. Our workmen are experienced men.

WE DEFY COMPETITION. INSPECTION INVITED. Hongkong, 14th March, 1905. [565]

Intimations.

WANTED.

AN EXPERT TYPEWRITER. Good Salary to a Quick Worker. JOHNSON, STOKES and MASTER. Hongkong, 31st March, 1905. [450]

EMPLOYE de commerce, Age de 29 ans, de nationalité Suisse, ayant déjà occupé d'importantes fonctions dans des maisons, connaissant à fond de comptabilité en partie double, parlant couramment le Français, l'Allemand, le Hollandais, l'Italien et l'Anglais, désirerait une situation dans l'une des villes de la côte de Chine.

Trois bonnes références—Appointements: de 5 à 6,000 dollars par an. Ecrire aux initiales V. au Journal "l'Opinion" de Saigon. Saigon, le 2 Mars, 1905. [312]



THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.

Will be mailed to any address on receipt of the price (\$2), post free.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD & Co., 29, Des Vaux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to—HOWARD & Co. Hongkong, 24th November, 1904. [63]

ESPECIAL OLD TOM GIN.

Marshall and Elvy's



TO BE OBTAINED FROM—THE MUTUAL STORES, Des Vaux Road.

Hongkong, 11th May, 1904. [53]

THE WINE GROWERS SUPPLY CO.



BARRETTO & Co., General Agents, Hongkong.

GUINNESS'S STOUT.

"THE CELEBRATED PIG BRAND STOUT" is the Finest Bottling of Guinness's Stout.

"THE CELEBRATED PIG BRAND STOUT" is the very Finest Stout brewed by Messrs. A. Guinness, Son & Co., Dublin.

"THE CELEBRATED PIG BRAND STOUT" is not medicated nor chemicalized.

"THE CELEBRATED PIG BRAND STOUT" Consumers wishing to drink perfectly pure Stout of the very finest quality should drink "Pig Brand Stout."

"THE CELEBRATED PIG BRAND STOUT" Pig Brand Stout is better bottled, better packed, and has stronger packages than its rivals.

"THE CELEBRATED PIG BRAND STOUT" Pig Brand Stout gently assists digestion.

"THE CELEBRATED PIG BRAND STOUT" Pig Brand Stout is a food as well as a drink.

"THE CELEBRATED PIG BRAND STOUT" Pig Brand Stout may be recommended by medical men to their most delicate patients.

"THE CELEBRATED PIG BRAND STOUT" Pig Brand Stout has been celebrated for thirty years in the leading Colonial and Foreign Markets.

"THE CELEBRATED PIG BRAND STOUT" Pig Brand Stout is only slightly higher in price than other bottlings of Guinness's. Per case of 8 dozen prices \$24.00

" " " 4 " quarts \$19.00

BARRETTO & Co., Agents, Nos. 22 & 24, Bank Buildings, Queen's Road Central, Hongkong, 16th March, 1905. [42]

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

WATSON'S
CELEBRATED

E

BLEND

A WHISKY
OF
GREAT AGE
MATURE,
MELLOW
AND
FINE FLAVOUR.

A Blend of the Finest Pure Malt
Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS

A. S. WATSON & CO.,
LIMITED.

Hongkong, 1st April, 1905.

OUR

SUPER CHIANTI

has been awarded the

GOLD MEDAL

AT THE

ST. LOUIS EXHIBITION.

PRICE:

\$9.75 PER CASE 1 DOZEN.

GREGOR & Co.

Hongkong, 17th April, 1905.

NOTICE

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$18 per annum.

The rates per quarter and per annum, proportionate to the daily rate, are delivered free when the address is accessible to messenger. No copies sent by post at additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies—Daily, 10 cents; Weekly, twenty-five cents.

BIRTH.
On the 17th April, 1905, at No. 31, 21, Francis Street, the wife of J. T. COTTON, Inspector of Animal Depot and Slaughter-houses, Hongkong, of a son.

The Hongkong Telegraph
HONGKONG, TUESDAY, APRIL 18, 1905.

PUSILLANIMOUS SEAMEN.

It is not our purpose to interfere with the course of justice as administered by the Hongkong Bench, whose character and integrity are unimpeachable, but there are occasions when even the best of judges is liable to err, and in the belief that a mistake has occurred we would direct attention to the case of the seamen who were sentenced to imprisonment yesterday for refusing to proceed to Japan with a cargo of contraband.

It is perfectly true that the men had signed an agreement to work their respective vessels between certain points within which Japan lay, but they had to take into consideration the character of the cargo and the risk they ran of capture by the Russian Fleet.

When they left Cardiff with a cargo of coal for Japan they little dreamt that the Baltic Fleet was in the vicinity of Hongkong, and under ordinary conditions the voyage to Japan would have been absolutely devoid of risk.

But with the Baltic Fleet in a position to make their power felt and lying somewhere in proximity to Hongkong the conditions have materially changed and none can say with any certainty that a collier proceeding to Japan now is likely to be free from risk of capture or destruction.

When the question arose in the Marine Court on a former occasion, the Magistrate held that if there was reasonable grounds for believing that risk attached to a vessel proceeding to the North, the men would be justified in complaining and in refusing to go on the vessel. In that case, however, it was not thought such risk existed and the men were punished accordingly.

At the present time, however, there is a vast change in the conditions prevailing. The Magistrate laid it down that no risk was to be feared by the seamen proceeding on a voyage to Japan with a cargo of contraband. That dictum, however, is not universally accepted. It is known that the Baltic Fleet is somewhere in the immediate vicinity of Hongkong; the Fleet is provided with scouts capable of steaming 20 knots an hour; and doubtless every precaution is being taken to guard against surprise. In the case of a collier bound to Sasebo there would be distinct risk, especially now when the Russians are so close. It would therefore seem that the men had a clear case for refusing to proceed to Japan, and the claim that they saw risk ahead could be easily substantiated.

The pusillanimity of the seamen may not be worthy of commendation, but at least they were honest in their contention that they feared the dangers of a trip to Japan and begged to be signed off the articles. If there ever was a case in which the justice of the Bench might have been tempered with mercy this was one. In previous cases, when seamen have refused to proceed, on vexatious and frivolous grounds, we have been in entire sympathy with the shipmaster and the shipowners. But then there was no danger looming ahead. The men had been badly advised, and they suffered for their contumacy. In the two cases heard yesterday the men had a very real grievance. They were willing to go to Japan if the contraband was unshipped, but refused to go if the coal was carried. That can scarcely be called unreasonable, and in view of the magisterial decision given some time ago that, where risk prevailed the objections of the men could be considered, this was eminently the occasion when such consideration might have been given. Of course, the difficulties of shipowners and shipmasters are sufficiently great already, and it is not desirable that they should be increased; but on this occasion there seemed to be so much reason on the side of the men that their views might have received a little more sympathy from the Bench. Their objections were valid and bona fide and they took the only steps available on protest against the continuance

of the voyage. They were admittedly respectable men, and they are now enduring the penalty of their opinions. But when they come out of prison they will be thrown on the beach and Hongkong will be burdened with the maintenance of two score of men whose only fault was that they had not the courage to go to Japan. There seems to be something radically wrong somewhere, and it is to be sincerely regretted that the Magistrate was unable to see eye to eye with the defaulters.

LOCAL AND GENERAL.

A SYNDICATE is said to have been established at Copenhagen in the form of a Danish-Japanese trading company.

We have received Mesny's Chinese Miscellany of the 8th inst., and find in it another lengthy instalment on that interesting article on the life and adventures of a British pioneer in China, beside much other instructive and entertaining reading matter.

With reference to the report that a secret agreement exists between Germany, France, and Russia in regard to Shantung, Kwangsi, Manchuria, and Mongolia it is declared, on inquiry in official quarters in Berlin, that no secret agreement of any kind exists between these Powers.

MESSRS. Barretto & Co., general agents for the Wine Growers Supply Co., have forwarded 10 couple of bottles of Supporo beer, brewed in Japan and well-known throughout the Far East as a light and palatable drink. Accompanying the bottles was a quantity of unique advertising matter.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Mrs. J. D. Milton Chathan (£1) ... \$10.63
F. M. ... 10.00
Sidney Hancock ... 20.00

THE circulation of the *Yellow Dragon* is steadily increasing, the number sent out in March being 1,000. The April issue of this interesting Queen's College publication contains an obituary notice of the late Mr. Luk Sik Kwong, a reply to an attack on Western education, some notes on the history of consols, letters from old students and much other matter.

DURING the week ended 15th inst., the following cases of communicable diseases were notified to the sanitary authorities as having occurred in the Colony.—Bubonic plague, one enteric fever, three; and small pox, five (European 1, Indian 1, Chinese three). Since the 15th another plague case has been reported, making 29 since the beginning of the year.

ON Friday and Monday, the 21st and 24th inst., the Post Office will be open for one hour, i.e., from 8 a.m. till 9 a.m. On Saturday, the 22nd inst., it will remain open till noon for the despatch of the English mail for Europe. There will be one delivery and collection of letters each day as on Sundays. The money order office will be entirely closed during the holidays.

AFTER an Imperial audience with the Throne, the Prussian Police had a banquet with Prince Ching when a valet impressed with the image of Emperor Wilhelm was presented to the Empress Dowager who was greatly pleased with the gift and ordered the Prince to be decorated with a first class medal of the second order. The services of the attaché to the Prince were also acknowledged.

A Mori telegram to the *Asahi* states on what purports to be good authority that the *Gromoboi* is the only one of the Russian vessels at Vladivostok whose repairs have been so completed as to enable her to put to sea. She frequently passes out of harbour but does not venture south of Songchon, which is 103 miles northward of Yuensin. This news makes no direct reference to either the *Rosita* or the *Dogatyr*.

TENDERS are to be invited some time this month by the Indian Government authorities for the supply of 20,000 tons of rails and a large number of locomotives for the purpose of both heavy and light traffic. Under the new regulations every effort will be employed, so that the contracts shall go to British houses in preference to foreigners, who until last year were often successful in securing Indian orders, or the shipment of the material.

THE following is the text of the "prophecy of dissolution" contained in Mr. Chamberlain's letter to West Birmingham Conservatives:—
I desire to be permitted to say how much I value the support which they (West Birmingham Conservatives) have continuously given to me during the long period which I have represented the division. I think that the time is coming shortly when I shall once more have to ask for their confidence, and when I shall venture to hope that Birmingham will once more lead the way in a great and necessary reform.

M. CLEMENTEL, Minister of the Colonies for France, has decided that, should the Cabinet see no objection, he will pay an official visit to Indo-China during the Parliamentary recess in the summer. His chief object is the investigation of the various proposals put forward with a view of improving the military and naval defences of the colony and reassuring the many Frenchmen who believe that Japan will endeavour, sooner or later, to appropriate Indo-China. The Minister will spend about a month in the colony, and visit all the principal towns. This will be the first time in the history of the Third Republic that a Minister of the Colonies has travelled to Indo-China, and only the second instance of such a visit to any French colony.

THE BALTIC FLEET.

STEAMER "PHUYEN"

UNDER OBSERVATION.

Among the latest steamers arriving in the harbour from Saigon with a word or two about the Baltics was the French ship *Phuyen*, which had a good view of at least eighteen of the Russian vessels now moving mysteriously about in these Eastern waters, and from what she observed she is able to locate what would appear to be the pick of the fleet. When seen to-day by a representative of the *Hongkong Telegraph*, Captain Ducroiset, of the *Phuyen*, said he left Saigon on the 14th inst., with a cargo of rice and general merchandise for Hongkong, consigned to Messrs. Bradley and Co. When about 175 miles from Cape St. James, on the morning of the 15th inst., and passing the lower entrance to the Kamrah Bay, she sighted what was unmistakably a Russian torpedo boat. The little warship at once put out from the Bay, and was immediately followed by another. Both of them approached the *Phuyen* together until they got within about a quarter of a mile when one went off to port and circled round the bows of the *Phuyen* and seemed to slow down to await the action of the other torpedo boat which had gone to starboard, and passing close under the stern of the coaster, to read her name, came up alongside on her starboard side. Thus the trio moved on. The *Phuyen* did not stop, nor was she signalled to do so, neither were any questions asked of her by the torpedo boats. After proceeding in this manner for half an hour the torpedo boats withdrew, but not before exchanging salutations between their commanders and Captain Ducroiset. They then made off at full speed to the point at the entrance of the Bay whence they had emerged. The *Phuyen* proceeded steadily on her course and as she passed the Bay she saw another torpedo boat, apparently watching the northern entrance, while inside, about the centre of the Bay itself, was a very large battleship, and further in, and more to the north was what appeared to be a big four-funnelled cruiser. At the northern entrance is a small island and this again forms, with the mainland, another very sheltered inner bay. In this the *Phuyen* could see a number of battleships, cruisers, colliers, etc., and in passing was able to count eighteen, though it was believed others might have been inside the inner and more sheltered bay. All the vessels, said Captain Ducroiset, looked very clean, and not at all as if they were weather-beaten, and the torpedo boats were very fast, and did not appear to be foul or in any way obstructed by barnacles or other sea-growths. The captain added that there was a general appearance on board the vessels of a preparedness to leave the bay at a moment's notice.

S.S. "ISLEWORTH" AND THE

HOSPITAL SHIP.

The s.s. *Isleworth*, which arrived to-day from Saigon, reports that she left that port on the 14th inst., for Hongkong, with rice, and was accompanied out of that port by the Russian hospital ship *Orel*, which remained with her until noon on the 14th inst., when they parted. The *Orel* going to Kamrah Bay. Passing that sheltered spot which has so suddenly become known to always everyone, the *Isleworth* sighted about 14 warships besides 15 cruisers, and could see the masts of others further inside the Bay. As she steamed passed the entrance, about one o'clock in the afternoon, a three-funnelled cruiser steamer out and signalled to know her name, nationality, cargo and destination. The *Isleworth* was not told to stop and did not do so, but simply replied to the signals, and her answers, apparently being considered satisfactory, the cruiser ran up flags indicating that she could proceed on her way. The warship then retired into the bay again, the *Isleworth* continuing her voyage to Hongkong, where she arrived with her general cargo and rice without further incident.

AT SAIGON.

It was expected that the Messageries Maritimes mail packet *Dumet*, which left Singapore for Saigon and Hongkong a week ago, would have some interesting news regarding the movements of the Baltic Fleet and the condition of affairs at the French port. When the steamer was boarded to-day and inquiries made of the officers and passengers there was scarcely any additional information to be gleaned. The former declared that they knew nothing whatever about the fleet beyond the fact that a few Russian ships had been seen, while some of the passengers asserted that on entering the port 47 ships were seen and on leaving it for Hongkong, on Saturday, only seven were noticed. A merchant, who travelled up from Saigon, was interviewed, and in the course of his remarks said that they were nearly as bad off for crews of the movement of the fleet as people were in Hongkong. He did not place much reliance in the report of the recent fighting off the Anamba Islands, and said that he had heard nothing concerning the reported firing north of the Nautua Islands. Questioned regarding the provisioning of the Russian ships, he stated that hundreds of tons of general provisions were lying in lighters in the Saigon river ready to be sent aboard of the ships some of which had been seen off the mouth of the river. He did not catch a glimpse of any Russian ship on the way up from Saigon, although he had a good view of the hospital ship *Orel* when she called in at the port a few days ago to take a supply of provisions.

BODY DUMPING

IN HONGKONG.

Among the items of business transacted by the Sanitary Board this afternoon was the consideration of a table submitted by the Registrar-General showing the number of bodies found in the streets, harbour and hillsides during 1904. These showed—Victoria 764, Kowloon 497, total 1,261. Of these 12.8% were, upon examination, found to be the bodies of patients dead from plague.

The Hon. the P. M. O. minuted.—The Board will learn from these figures that bodies are not thrown into the street because the persons have died of plague, for only twelve per cent of the total bodies found in the street have died of this disease. The fear of disinfection is not therefore the principal determining cause, is it not more probable that the desire to avoid funeral expenses may be at the root of the matter? No doubt many of the coolie class are here without relations, and when they die there is no one interested in their funeral obsequies, and the lodging-house-keeper or other householder disposes of the body in the cheapest manner possible, namely, by depositing it in the street.

Mr. A. Rumjahn minuted.—I don't think the cost of burial has had anything to do with dumping. Before plague measures were introduced, dumping had never been heard of.

The Hon. the Principal Civil Medical Officer pointed out that of the bodies dumped in Victoria during 1904 more than 84 per cent were those of children under the age of ten years.

Mr. H. E. Pollock, K.C., minuted.—Very interesting. This affords a striking instance of how dangerous it is to theorize on insufficient data.

Mr. Lau Chi Pak minuted.—As far as I know the dumping of dead bodies is mainly due to the fear of the stringent measures adopted in former years. That fear has not yet been dissipated. The poor Chinese can always obtain coitus gratis from the Tung Wa Hospital to bury their dead, and send their sick before they die to that institution. It is therefore apparent that it is not done with the intention to avoid burial expenses. I hope, however, that the receiving houses, or branch hospital just started by the Chinese community will help to mitigate, if not entirely stop, this evil practice.

The Hon. the Principal Medical Officer, again minuted.—I don't see why the so-called "stringent measures" should have increased the number of bodies found in the harbour so greatly, as those regulations are not applied to the population afloat, and it is to be presumed that most of those bodies found in the harbour belong to the boat population. I believe that economic reasons constitute an important factor.

The Hon. the Registrar General submitted a table showing the following figures of bodies found:—

Non-plague cases—1,239.	
Found in their houses.....	373=46%
Found in street, etc.....	666=54%
Plague cases—312.	
Found in their houses.....	213=69%
Found in street, etc.....	99=31%

CASH OF ANTHRAX.

At the Sanitary Board meeting this afternoon, the Colonial Veterinary Surgeon submitted a report of a case of anthrax in the Kennedy Town Cattle Depot, on the 6th inst., which showed that the animal came into the depot on the afternoon of that day, along with eight others from Canton, and was found dead in the stall when the premises were opened the next morning by the inspector in charge. The contact animals have been put under observation, and the shed in which the bullock was found was washed and disinfected.

Mr. A. Rumjahn minuted: "I don't see why this should be dealt with confidentially. It is not in accordance with precedents. It is rather strange that it is not until deaths occur that cases are reported."

The Hon. the President minuted: "I have no objection to taking the paper publicly. The animal was only in the depot a few hours."

ALLEGED MANSLAUGHTER IN THE HARBOUR.

At about 7.33 p.m., yesterday, a coolie named Yung Yau, 19 years of age, in company with two young companions—engaged a boat at Shaikwan West to go to Shaikwan. There were two women, two girls, and a man in the boat, and they agreed to take the men across the Bay. When half way across Yung Yau began to skylark with one of the girls and as she resented his attentions, it is alleged, he pushed her into the sea, and she was drowned, the other girl and the coolies being unable to rescue her, though they all jumped into the water to try to save her. Yung Yau also jumped overboard, but as he could not swim he had to be rescued by his companions. A report of the occurrence was made to the police at Shaikwan, and Yung, who is employed at Quarry Bay, was arrested. This morning Inspector Robertson placed him before Mr. F. A. Hazell, at the Magistracy, charging him with manslaughter, and the case was adjourned.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 18th at 11.45 a.m. The barometer has risen rapidly over W. Japan, and fallen in E. Japan.

Pressure has also increased over the Formosa Channel and the Loochoos. It is inclined to fall again over N. China.

The depression is moving away over the Pacific to the E. of Japan, and the highest pressure is lying between the E. coast of China and the Loochoos.

Gradients are slight in the North to moderate in the South, moderate E. winds may be expected in the Formosa Channel and fresh E. winds along the Northern shores of the China Sea.

Forecast:—Fresh to strong E. winds; cloudy, some drizzling rain or mist.

NAVAL NOTES.

A Kure telegram to the *Mainichi*, dated the 5th, states that the new destroyer *Arara* (*The Hail*), which has been built at the dockyard there, was successfully launched on that day. The new vessel, the hull of which is painted gray above the waterline and red below it, is of just the same type as the *Fubuki*, which was launched in January. Her tonnage is 380, and her speed 29 knots, and she has four funnels. Her equipment will be completed in the course of a month.

SHIPPING JETSAK.

Tokio papers report that the Toyo Kisen Kaisha intend to open a regular service between Japan and Manila, Sydney and Melbourne, for which purpose several employees are now investigating the conditions in foreign countries. Probably two steamers now under construction in America will be employed on the line.

CRIMINAL SESSIONS.

The April Criminal Sessions did not occupy the Court for long to-day, the Chief Justice (Sir Henry S. Berkeley) having disposed of the two cases before noon.

ROBBERY WITH VIOLENCE.

Committed by Mr. F. A. Hazell, Ho Hing was placed on trial on the charge of committing robbery with violence, under circumstances already fully recorded in these columns. The jury after hearing the evidence found him guilty, and his Lordship sentenced him to two years' imprisonment with hard labour, and 20 strokes of the birch, to be administered within the first six months of his sentence.

GANG ROBBERY.

Tsung Kung Luk was arraigned on the charge of committing a robbery, with others not in custody, and putting a number of women in fear of their lives. This case has also been fully recorded in these columns. The jury found him guilty, and his Lordship sent him to hard labour for five years, and ordered him to be given 24 strokes with the birch rod.

MARCONI MARRIES

THE BEAUTIFUL DAUGHTER OF AN IRISH PEER.

A brilliant society throng took possession of St. George's Church, Hanover-sq., the other afternoon to witness the wedding of the Chevalier Marconi, of wireless telegraphy renown, and the Hon. Beatrice O'Brien, fifth daughter of the late Lord Inchiquin, of Dromoland Castle, county Clare.

The popular Rector of St. George's, the Rev. David Anderson, officiated, and the bridegroom, looking even younger than his 30 summers, was accompanied by his brother, Mr. Alfonso Marconi.

There is nothing Italian in Chevalier Marconi's appearance. He is tall and fair, with the most beautiful blue eyes and a charming manner.

His mother, who is still alive, is an Irishwoman, and was one of the most beautiful women of her day.

The bride looked very sweet in her simple white lisse and silk wedding dress, and was given away by her half-brother—Lord Inchiquin; while behind her came four bridesmaids—the Hon. Maud and Lilah O'Brien (her sisters), the Hon. Marjorie Coke, and Miss Eva Trefusius—wearing dresses of Irish poplin with large mauve straw hats wreathed with Parma violets.

The Chevalier and the Hon. Mrs. Marconi subsequently departed for Dromoland Castle, lent to them by Lord and Lady Inchiquin.

Many Marconigrams were received during the afternoon from friends in America, France, and Ireland, wishing the happy couple good luck, and one of the large drawing-rooms at the house of the bride's mother was completely filled with the hundreds of costly wedding gifts, ranging from the superb diamond tiara given by the bridegroom to the bride, and the diamond and enamel sleeve-links from Princess Louise Augusta of Schleswig-Holstein to the bridegroom, down to a humble little bunch of shamrock, sent by a friend of Mr. Marconi from Ireland.

The Marconi Company in London have given some magnificent sables, and expressed in the most felicitous terms their wishes for the future happiness of the twain.

The Bengalia Marconi Wireless Company have sent from Brussels a large and costly jar, with the fervent hope there would be "no family jars" in the Marconi household.

From Lord and Lady Tennyson comes a beautifully bound copy of the poems of the late poet Laureate, and the Dante Society, of which Mr. Marconi is to be the next president, have also sent choice books.

Lord and Lady Minto give crystal vases, and the Duchess of Somerset sends a lovely fan. Major-General S. Baden-Powell, a great admirer of Mr. Marconi, and a personal friend, gives jewellery, and from a South African well-wisher comes a fragment of shell found at Colenso.

The Italian Ambassador has provided some dainty silver mantelpiece ornaments, and Mr. and Mrs. Henniker Heaton send appropriately enough an inkstand, and a receptacle for letters.

Mr. Reed, the faithful chauffeur to Mr. Marconi, is represented by a little picture, and the Marquis Solari has sent a priceless old Italian painting.

SHIPPING AND MAILS.

MAILS DUE.

German (*Rosa*) 20th inst.
English (*Chuan*) 20th inst.
American (*Montalia*) 20th inst.
German (*Prinz Bilib Friedrich*) 23th inst.
Indian (*Suiting*) and prox.

The O. S. S. Co. & C. M. S. N. Co.'s s.s. *Alcinous* left Shanghai yesterday, and may be expected here on 20th inst.

The British s.s. *Planet Venus* from London, &c., left Singapore yesterday, for Hongkong, and is due here on 23rd inst.

The Imperial German Mail s.s. *Prinzess* which left here on 14th inst., a.m., arrived at Shanghai yesterday at 9 a.m.

The I. C. S. N. Co.'s s.s. *Suitang* left Calcutta for this port via the Straits on 15th inst., and may be expected here on 2nd prox.

TELEGRAMS.

[Reuter's.]

Germany and France.

LONDON, 16th April.

A relaxation of the tension between Germany and France concerning Morocco has been noticeable the last few days.

The Situation in Russia.

In view of feared renewed demonstrations, in St. Petersburg, the garrison has been strengthened by several battalions of Don Cossacks. The movement among the peasants is again causing serious apprehension, and large numbers of landowners, with their families, are taking refuge in Moscow.

The Fourth Russian Baltic Fleet.

Later.

It is announced at Port Said that the fourth Baltic fleet under Vice-admiral Wassergo, consisting of the *Alexander II*, *Asow*, *Admiral Korshak*, *Slava* and the *Paul I*, will pass the Canal in July or August.

GUARDING THE SIBERIAN RAILWAY.

LIFE IN THE RUSSIAN BLOCKHOUSES.

A correspondent of the *St. Petersburg Zeitung* has given the following interesting description of the manner in which the precious track of the Siberian railway is guarded by the Russian military authorities:—

The railway running from Moscow to Irkutsk, forty miles westwards of Lake Baikal, can be regarded as being the first part of the route followed by the troops going to the front. This section is about 3,500 miles long. For 735 miles from Moscow the route runs through the central and eastern governments of European Russia to Samara, and as there are other lines of railway that could be used in case of need, the main line is not protected by special guards. The first important point at which serious inconvenience could be caused to the maintenance of communication with the army in the field is the great bridge across the Volga at Astrakhan. This bridge is 1,555 yards in length, and the destruction of a single pier would suffice to stop traffic for some weeks. If the bridge were blown up, in summer the troops could be taken across the Volga in barges, and in winter they could be marched across the frozen river. However, as this bridge is so important, it is the first which is guarded by sentries. At the entrance to the bridge stands a sentry with fixed bayonet; the guard is changed according to the weather. The men on duty are lodged in a barracks built at the foot of the high railway embankment.

Beyond the Volga there is a steady increase in the methods taken to safeguard the railway, and from Chelyabinsk, the important station in European Russia, at which the Siberian Railway may be said to begin, every bridge is guarded, as is the embankment where it is lofty and easy of destruction by being blown up. Sentries are being used almost exclusively to guard the railway; they can be told by their bearded faces and baggy caps. Sentries are built along the line, in steps with a hand-rail lead. Near Petropavlovsk, on the Ishim, the railway guards are posted very close to each other, in fact, from 300 to 400 paces apart. Probably the nomadic Kirghese tribes are not to be trusted. The sentries are lodged in blockhouses built of wood, which stand close to the line, and sometimes under the bridges; some of them are built into the railway embankment as earth huts. In these blockhouses the men await their turn of duty, as do also the patrols which patrol the line by night and by day, and from ten to twenty men are assigned to a hut. Just now both kinds of huts are buried deeply in snow; during the day they can be found only after careful search, and at night-time they can be made out by the light that streams from the lonely window. Along the embankment a path has been either trodden out or shovelled away for the patrols, still, the path is buried by the snow-drifts from time to time, and then the patrol, which consists of six men at certain points, has to walk along between the rails. This is dangerous, for as the track is a single line, it is hard to keep a lookout for trains in both directions. In foggy weather, or when the snow is drifting, and during the night hours, the engine-drivers are bound to blow their whistles at short distances to warn any patrols that may be walking on the line.

From the look of the blockhouses and their surrounding one sees that the men living there have prepared to make a long stay in them; here and there the men have thrown up a wall of snow around their dwellings and stored up wood for use as fuel; clothes' lines are to be seen for drying their clothes, and some of the huts can boast of a dog, which perhaps acts as a guardian at night. The blockhouses lie miles away from the nearest railway station, and thus they are supplied with provisions for a long time. The large towns represent bases from which the men can be relieved, but only rarely are fresh bodies of men sent out to relieve the men on duty, as it is to the interest of this service that the men who have become well acquainted with a locality should be kept there; in fact, such care has been taken of them, that they can be regarded as being independent troops. On the other hand, it must not be forgotten that men who have to perform the same monotonous duty for week after week without any change or break, are liable to grow lax in their duties, and to underestimate the responsibility with which they are charged. However, a direct attack upon the Siberian Railway is not to be expected between Samara and Irkutsk, and special care is called for only in the case of the nomadic tribes that roam about the Steppes through which the railway runs. Eastward of Irkutsk the task of safeguarding the line of railway becomes naturally more difficult, as the Russians have to deal with the Chuchches.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE NAVY ESTIMATES.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—The Navy Estimates for the forthcoming year show that the battleship programme is the smallest recorded since 1895, when no battleships at all were laid down. Taking a period of four years, 1902-5, the battleship programme of those four years were only ten ships, as against fourteen for the four years 1898-1901 and sixteen for the period 1894-7; so that the programme for 1905 is not only itself exceedingly small, but it also follows upon a series of small programmes in 1902, 1903, and 1904.

In view of these facts, the question must be faced whether it is sufficient. And here it must be remembered that:

(1) Germany and the United States are laying down two battleships apiece, while in France a programme of two battleships is contemplated, though not as yet definitely sanctioned, and in Russia a very large programme (of sixteen battleships) is under discussion. If the two-Power standard is to be maintained in the naval programme of each year, at least four battleships should have been laid down by England. Nor is it reassuring to observe that Germany, a single Power, has laid down fifteen battleships in the past seven years again at the British seventeen. The British advantage, against not a combination of Powers, but a single Power, in that period is only two in point of numbers in the most important class of ship.

(2) A large armoured cruiser and a number of destroyers belonging to last year's Estimates have been abandoned, though duly voted by Parliament—a remarkable departure, and surely a dangerous precedent.

(3) Thirteen battleships which figured as efficient in the 1904 official Admiralty return of battleships have been struck off the effective list, reducing the number of British battleships to the lowest ever recorded in the recent history of the Navy.

The Navy League is aware that the losses of the Russian navy in the Far East are added to justify the small battleship programme. But I would point out that the ships lost all belonged to the Russian naval force which was opposed to Germany in the Baltic, and the existence of which has at times been used in the past to justify the large German programme of construction. It is significant that the elimination of these six Russian ships was projected in 1902, when the German Navy Bill was passed, is being laid down in 1905. Further, Admiral Tirpitz has informed the Reichstag that a supplementary programme of six large armoured cruisers may be introduced in the course of the autumn. This announcement was made after the insignificant proportions of the British programme were generally known.

It is difficult to understand why, if Germany has not reduced her programme, but on the contrary increased it, England should seriously reduce her efforts to maintain her naval position.

"Battleships are the infantry and artillery of the sea in one," says the United States Secretary of the Navy in a recent memorandum dwelling on the absolute necessity of an ample force of these ships. The public should therefore understand that "infantry and artillery" are not being supplied to the British Navy in 1905 in the same proportion as they are being supplied to foreign navies. There is no escape from the dilemma: either we will build greatly in the past or we are under-building to-day. A long series of extracts from First Lord's speeches and memoranda could be produced, and will be produced if necessary, to prove that past Estimates only provided the minimum required for safety.

I am, Sir,
On behalf of the Executive Committee of the Navy League,
Your obedient servant,
WM. CAPES CRUTCHLEY,
Secretary.

The Navy League,
13, Victoria Street, W.C.
March 15, 1905.

AN OFFICER CHARGED WITH MURDER.

STARTLING ALLEGATIONS.

According to news from Rome, the opening of the trial of Lieut. Modugno, who is accused of murdering his wife on December 29, 1902, will take place shortly at the Court of Assizes Perugia. The case promises to be as notorious throughout Italy as the famous Martini trial, and will be of international interest, as the conduct of the foreign officers in China at the time of the Boxer troubles in 1900 may be called in question. The facts of the case are that on December 29, 1902, the young wife of Lieut. Modugno was found dead. She had been shot with a heavy service revolver, which was lying by her side. A letter, signed in her name, was discovered on the bed, in which it was stated she intended to commit suicide. The prosecution contend that this letter was a forgery, that it was impossible for the young wife to have shot herself with the weapon found by the side of the body, and allege that the Lieutenant murdered her.

THE INTERNATIONAL SIDE OF THE CASE.
There is another point in the case, says a home journal, and that is the Lieutenant's conduct in China when he was an officer in the Italian contingent of the international expedition at the time of the Boxer rising. He is accused of committing executions and torture upon the rich Chinese, and pillaging their shops and warehouses of valuable goods, which he eventually sold, not in Italy, but abroad, and which realised about £1,200. It is suggested as a motive for the crime that his wife had threatened to expose his conduct. On this point Lieutenant Modugno is very reserved. He is reported, however, to have said that he will explain everything to the jury, that he hopes to prove that his was not an isolated case, and that he acted when in China in the same manner as did all the Europeans. It is believed that some startling revelations will be made in the course of the trial regarding the conduct of the officers of the international troops in Tientsin and Peking.

AN INTERESTING WEDDING.

AT SHANGHAI.

An exceedingly pretty wedding took place at the Union Church, Shanghai, on 13th inst. between Miss Mabel Law and Mr. Percy Crighton. The service was fully choral, and the church had been beautifully decorated for the occasion, with a profusion of lovely white flowers and foliage. The Rev. C. E. Darwent performed the ceremony, and Mr. E. Hall presided at the organ.

The bride's dress was a lovely creation composed of white chiffon-satin, Chantilly lace, and tulle, and she wore a tulle veil fastened with a wreath composed of orange blossom, myrtle, and white heather. Her only ornament was a diamond and pearl brooch, the gift of the bridegroom, and she carried a shower bouquet composed of lovely white exotics and asparagus ferns. She was given away by Mr. John Prentice, and Mr. Edmondson officiated as best man. Miss Minnie Law and Miss Ada Law, sisters of the bride, acted as bridesmaids. They were in pretty gowns of pale pink Ninon decorated with an exquisite white lace, and they wore wide brimmed picture hats composed of black tulle, trimmed with ostrich plumes. Instead of the usual bouquet they carried big granny muffs of pink velvet, and chiffon, trimmed with Parma violets, and both wore a diamond brooch, the gift of the bridegroom.

There was no formal reception after the ceremony, on account of a recent family bereavement, but many of the friends of the happy couple attended an informal reception at Yangtzeop Villa, the residence of Mr. Prentice, the bride's stepfather.

Mrs. Prentice wore a lovely gown of black Ninon over white silk, inset with panels of Chantilly lace, the bodice of which had a yolk and vest of cream lace, studded with tiny diamond buttons, and relieved with touches of heliotrope velvet. With it was worn a toque of black lace over white, trimmed with white Paradise plumes. Later in the afternoon Mr. and Mrs. Crighton left for the South where they intend to spend the honeymoon. The bride's going away dress was composed of brown fawn cloth, relieved with cream lace and pretty embroidery in which appeared artistic touches of orange, with which she wore a white cloth hat turned back with cinnamon brown velvet, and trimmed with white ostrich plumes, and a scarf of orange crepe de chine.—*Shanghai Mercury.*

SCHOOL SPORTS.

In the presence of a large gathering of interested spectators, athletic sports in connection with the Hongkong schools were held at Pappy Valley yesterday. H.E. the Governor was present and at the close of the competitions distributed the prizes. Dr. G. H. Bateson-Wright, the head master of Queen's College, thanked His Excellency for his kindness in attending the sports and giving away the prizes, and called upon the scholars for three cheers. These having been heartily given and acknowledged by Sir Matthew Nathan, the band of the Royal West Kents, which had been in attendance during the afternoon, brought the proceedings to a close by playing the "National Anthem." The results of the various events, and the times which must not be taken too seriously, were as follows:—

Long jump—For boys ranging between ten and sixteen. La Pak Hun, 1; Walter Wong, 2; Y. Abbas, 3. Distance, 15 feet 8 inches.
100 yards hurdle race—For boys from ten to thirteen. Ng Tat-ting, 1; M. Gochinco, 2; Lau Fuk Ching, 3. Time, 12 seconds.
100 yards handicap—For boys from thirteen to sixteen. A. M. Saffid, 1; Y. Abbas, 2; Hung In Kwong, 3. Time, 11 seconds.
120 yards handicap—For boys from seven to ten. A. Castro, 1; E. Marques, 2; A. Azevedo, 3. Time, 18 seconds.
One mile bicycle handicap—Open to all ages. George Lee, 1; M. Souza, 2; J. C. Palmer, 3. Time, 3 minutes 19 1/2 seconds.
High jump—For boys from fifteen to eighteen. C. V. Curran, 1; Walter Wong, 2. Jump, 4 feet 8 1/2 inches.

220 yards handicap—Open to all ages. A. M. Saffid, 1; D. Soares, 2; Hung In Kwong, 3. Time, 24 1/2 seconds.
120 yards hurdle race (handicap)—Ten flights of 3 feet, 6 inch hurdles. For boys from thirteen to seventeen. A. Ellis, 1; A. K. Rahman, 2; F. Vidal, 3. Time, 24 1/2 seconds.
High jump—For boys from ten to fifteen. A. M. Saffid, 1; F. Vidal, 2. Height, 4 feet 6 1/2 inches.

100 yards handicap—For girls under ten. Hoise Ablong, 1; Kan Mui, 2. Time, 16 1/2 seconds.
100 yards handicap—For girls over ten. Agnes Lee, 1; Winnie White, 2; Violet Long, 3. Time, 14 seconds.

Quarter mile handicap—Open to all ages. G. M. Saffid, 1; Y. Abbas, 2; Lau Kwong, 3. Time, 56 1/2 seconds.

Throwing the cricket ball—Open to all ages. J. Chia, 1; A. Tinto, 2; Louis Tinto, 3. Distance, 92 yards.

Half-mile challenge cup—For boys from fourteen to eighteen. First prize, the "Chater Cup," presented by Sir C. P. Chater, Kt., C.M.G., to be won two years in succession before becoming the property of the competitor. A. M. Saffid, 1; Harry Brandt, 2; Hugh Anderson, 3. Time, 2 minutes 25 seconds.

Skipping race—Open to girls only. Mabel Long, 1; Agnes Lee, 2; Winnie White, 3.
50 yards handicap—For all comers under seven. A. Remedios, 1; F. X. da Silva, 2. Time, 8 seconds.

300 yards—For Chinese boys over fourteen. Hung In Kwong, 1; Chau Tin Fuk, 2. Time, 33 seconds.

600 yards handicap—Open to all ages. Hung In Kwong, 1; Hugh Anderson, 2; Albert Ellis, 3. Time, 1 minute 33 1/2 seconds.

Seven furlongs handicap—Open to past pupils only. Sundrum, 1; E. Hagen, 2. Time, 4 minutes 31 seconds.

100 yards three-legged race—Open to all ages. Daniel Soares and A. Rappio, 1; C. V. Curran and Yeung Chuk, 2. Time, 15 seconds.

100 yards egg and spoon race—Open to all ages. Chan Tak Fak, 1; Y. Abbas, 2.

Two-mile bicycle handicap—Open to past pupils only. J. F. M. Remedios, 1; A. H. Carroll, 2. Time, 6 minutes 35 seconds.

THE SITUATION IN MANCHURIA.

It is stated that the utterly destructive method adopted by the Russian in dealing with the railway north of Mukden contrasts markedly with their methods immediately after leaving Liaoyang, while retreating towards that town from the Liaoting Peninsula. Up to Mukden the injury inflicted on the line showed reserve; the Russians evidently looked forward to a time in the near future when they would recover the road and employ it once more for their own uses. But northward of Mukden they think only of the most effective kind of wrecking, and the plain inference is that they have abandoned all hope of again moving southward, at least for many months.

The Asahi Shimbun publishes a telegram from the front saying that at the time of the Battle of Mukden a division of Russian troops, newly sent from Europe, was reaching Harbin. Japanese scouts report that these troops are moving towards Changchun, evidently to assist the retreating army. It is therefore inferred that the Russians contemplate some resistance along the Chang-chun-Kirin line.

Reports from the Hsingling district through which General Kawamura's army marched, show that in the region between Samachi and Fushun the inhabitants seem to have suffered cruelly at the hands of the Russians. In most of the villages a large part of the houses were wantonly burned and over a hundred corpses of Chinese were found brutally murdered. Many of the people's horses also had been slaughtered. It is an old method of war to lay waste the country when retreating so as to embarrass a pursuing enemy. Some excuse may therefore be found for the burning of houses and the killing of horses. But to slaughter the peaceful inhabitants is mere savagery. Another page is thus added to the evil record of Russian deeds during this war.

On the south side of the Fushun-Mukden railway a great quantity of timber has been found. The interesting feature about this article is that its provenance is Hokkaido and it must consequently have been imported by the Russians for railway purposes before the war commenced.

Details now received show that the Russians defended Tieling with two divisions. The brunt of the attack fell upon one Japanese division, and the losses of the assailants were 700, those of the Russians being computed at over 1,000. No guns or waggons were taken.

The enemy made his stand at a position of great natural strength. Some 5 miles south of Tieling runs the Fan River, an affluent of the Liao and nearly as large as the Hun. Between this river and Tieling the country is broken into a number of commanding heights, while from the south the approaches to the river are over a long and gradual incline completely exposed to fire from these heights. Thus the place was ideal for defensive purposes, and the Russians had improved it by adding many works constructed during their days of leisure. They piled two divisions on the heights, and placed 30 guns in position at elevated points with 8 more on the plain. This constituted their line of defence. Originally the Japanese contemplated attacking with one brigade under Major-General Ishibashi but careful reconnaissance showed that such a force must prove insufficient. A second brigade was added, thus bringing the assailants to one division. The attack commenced at noon on the 14th of March, and by evening the Russians were dislodged from the Fan heights. In the accounts laying before us no particulars are given of the methods of attack or the quality of the enemy's resistance. All that we learn is that Major-General Umezawa advanced against the left, but we do not gather that there was any enveloping movement, nor do we find any explanation of the fact that such a splendid position was won with such ease. Probably the truth is that the Russians had lost heart, and that they knew themselves to be fighting a rear-guard action. It will be remembered that telegrams from St. Petersburg spoke of this fight as an affair of great magnitude, and said that it had cost the Russians thirteen thousand men and 80 guns. But that appears to have been a gross exaggeration. In Japanese official reports, at least in those published, no mention whatever was made of a fight; the affair was treated as a subincident of the Battle of Mukden. After being driven from their first line of defence the Russians made a feeble resistance on a hill lying south-east of Tieling, but on the 15th in the evening they abandoned this position also and applied themselves to smashing the railway and destroying the stores in Tieling.

It is stated that the Russian buildings at Tieling were on a scale scarcely inferior to that of Liaoyang, and that they had accumulated immense stores of coal, fire-wood and provisions. Most of the important buildings were destroyed by fire, only 80 of the smaller remaining intact. There was also great destruction of stores, but in this part of their work the Russians were not successful.

Mukden has suffered greatly at the hands of the Russians. The city within the walls is comparatively safe, but all parts outside this protection have been more or less devastated. The Russian officers who were taken prisoners at the same time as General Nakhmoff are said to be quite satisfied with the reflection that they would not have been beaten had not their armies been surrounded.

Mr. Kuroda, the Nichi Nichi's correspondent, affirms that the first request preferred by the Russian prisoners everywhere was for food. They seemed to have been suffering something like starvation, and they eat ravenously everything given to them.

A Kanjo has been granted to the field-telegraph corps which kept up the communications between General Oku and the Commander-in-chief's headquarters during the Battle of Mukden. The document is given by General Oku, and judging from its language the work performed by the corps must have been something really admirable. Telegraphs and telephones are just as important elements of war in modern times as rifles and cannon.

General Kawamura's army is now known as the "Army of the Yalu." In a message of approval addressed to it by the Emperor, his Majesty uses that appellation. The message alludes specially to the terrible climatic conditions that this force had to encounter in marching through the mountains northward of the Yalu during the depth of winter. The feat was certainly one of extraordinary endurance. The men must have slept in the open most of the time, and how they ever won through to Fushun is a marvel. We can not tell the exact date of their landing in the estuary of the Yalu, but it was approximately the close of January, and between that date and the 28th of February, when they carried the Russian positions south Fushun, they must have suffered hardships without precedent in the case of an attacking army. Troops driven from their encampments and compelled to retreat during the winter have often had to endure much, but the Japanese must have had extraordinary confidence in the quality of these men to whom they assigned such a task. Any one who saw the men before they left Japan would have felt that the confidence was justified, but when we remember that one of the factors of Russian hope was a belief in the inability of the Japanese to endure cold, it is seen how radically mistaken all outside estimates were.—*Japan Mail.*

Today's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions from P. A. SCHUMMEGER, Esq., to sell by PUBLIC AUCTION,

ON

WEDNESDAY, the 26th April, 1905, at 2.30 P.M., within his residence, "LYCEUM," The Peak,

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE

THEREIN CONTAINED,

Comprising:—

TEAKWOOD EXTENSION DINING TABLE, WHATNOTS, BRUSSELS CARPET, TEAKWOOD WARDROBES WITH GLASS, TEAKWOOD BUREAU, S. SINGLE ION BEDSTEADS, BLACKWOOD CURIO STANDS, TABLES, DINNER SERVICE, COOKING STOVE, &c., &c., ALSO

A set of French-made BED ROOM FURNITURE.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HUGHES, Auctioneers.

Hongkong, 18th April, 1905. [435]

THE DAIRY FARM CO., LIMITED.

FINE FRESH SAUSAGES.

OWN MAKE.

25 Cents per Pound.

Hongkong, 18th April, 1905. [45]

S.S. "DUMBEAU"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex *S.S. Dordogne* and *Ad. n.*, from Havre ex *S.S. Adour*, and from Bordeaux ex *S.S. Ville de Calcutta* and *Ville de Valenciennes*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TUESDAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after TUESDAY, the 25th April, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 25th April, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 25th April, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 18th April, 1905. [7]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. "ERROLL" FROM LIVERPOOL AND GLASGOW.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th April will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 28th April, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th April, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents.

Hongkong, 18th April, 1905. [499]

Co-day's Advertisements.

IN THE MATTER OF THE NATIONAL BANK OF CHINA, LIMITED (AND REDUCED)

AND IN THE MATTER OF THE COMPANIES ACTS, 1867 AND 1877.

NOTICE IS HEREBY GIVEN that the Order of the High Court of Justice (Chancery Division) dated the 3rd day of March, 1905, confirming the reduction of the Capital of the above named Company from £1,000,000 to £699,475 and the Minu a (approved by the Court) allowing with respect to the Capital of the Company as altered the several particulars required by the above Statutes were registered by the Registrar of Joint Stock Companies in the 13th day of March, 1905. And further take Notice that at the said Minute in the words and figures following:—

"The Capital of the National Bank of China, Limited and Reduced is herewith £699,475 divided into 99,925 shares of £7 each instead of £1,000,000 divided into 99,925 Ordinary Shares of £10 each and 750 Founders Shares of £1 each. At the time of the Registration of this Minute 49,451 Ordinary Shares have been issued and allotted upon each of which £5 has been and is to be deemed to be paid. Such Shares being those numbered as follows:—

Numbered from 751 to 1897, 2250 to 6725, 7351 to 14,305, 14,810 to 15,713, 15,801 to 19,142, 19,163 to 19,788, 19,790 to 20,340, 20,391 to 22,720, 22,721 to 23,242, 23,301 to 23,372, 23,373 to 24,122, 24,238 to 24,257, 24,258 to 24,397, 24,418 to 24,497, 24,498 to 24,592, 24,593 to 24,607, 24,608 to 24,622, 24,623 to 24,637, 24,638 to 24,652, 24,653 to 24,667, 24,668 to 24,682, 24,683 to 24,697, 24,698 to 24,712, 24,713 to 24,727, 24,728 to 24,742, 24,743 to 24,757, 24,758 to 24,772, 24,773 to 24,787, 24,788 to 24,802, 24,803 to 24,817, 24,818 to 24,832, 24,833 to 24,847, 24,848 to 24,862, 24,863 to 24,877, 24,878 to 24,892, 24,893 to 24,907, 24,908 to 24,922, 24,923 to 24,937, 24,938 to 24,952, 24,953 to 24,967, 24,968 to 24,982, 24,983 to 24,997, 24,998 to 25,012, 25,013 to 25,027, 25,028 to 25,042, 25,043 to 25,057, 25,058 to 25,072, 25,073 to 25,087, 25,088 to 25,102, 25,103 to 25,117, 25,118 to 25,132, 25,133 to 25,147, 25,148 to 25,162, 25,163 to 25,177, 25,178 to 25,192, 25,193 to 25,207, 25,208 to 25,222, 25,223 to 25,237, 25,238 to 25,252, 25,253 to 25,267, 25,268 to 25,282, 25,283 to 25,297, 25,298 to 25,312, 25,313 to 25,327, 25,328 to 25,342, 25,343 to 25,357, 25,358 to 25,372, 25,373 to 25,387, 25,388 to 25,402, 25,403 to 25,417, 25,418 to 25,432, 25,433 to 25,447, 25,448 to 25,462, 25,463 to 25,477, 25,478 to 25,492, 25,493 to 25,507, 25,508 to 25,522, 25,523 to 25,537, 25,538 to 25,552, 25,553 to 25,567, 25,568 to 25,582, 25,583 to 25,597, 25,598 to 25,612, 25,613 to 25,627, 25,628 to 25,642, 25,643 to 25,657, 25,658 to 25,672, 25,673 to 25,687, 25,688 to 25,702, 25,703 to 25,717, 25,718 to 25,732, 25,733 to 25,747, 25,748 to 25,762, 25,763 to 25,777, 25,778 to 25,792, 25,793 to 25,807, 25,808 to 25,822, 25,823 to 25,837, 25,838 to 25,852, 25,853 to 25,867, 25,868 to 25,882, 25,883 to 25,897, 25

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DIOMED"	21st April.
GLASGOW and LIVERPOOL	"CALCHAS"	29th April.
GLASGOW and LIVERPOOL	"MOYUNE"	1st May.
GLASGOW and LIVERPOOL	"DEUCALION"	8th May.
GLASGOW and LIVERPOOL	"KINTUCK"	15th May.
GLASGOW and LIVERPOOL	"HENELOUS"	16th May.
GLASGOW and LIVERPOOL	"NINGCHOW"	18th May.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & L'POOL	"ALCINOUS"	21st April, 5 p.m.
AMSTERDAM, LONDON & ANTWERP	"KATSON"	25th April.
AMSTERDAM, LONDON & ANTWERP	"JASON"	9th May.
* GENOA, MARSEILLES & L'POOL	"LAERTES"	20th May.
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	23rd May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	30th May.
* GENOA, MARSEILLES & L'POOL	"DEUCALION"	6th June.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	20th June.

* Taking Cargo for Liverpool at London Rates.
S.S. "Alcinous" left Shanghai on the morning of the 17th inst., and may be expected to arrive here on the 20th.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS"	19th April.
	"NINGCHOW"	21st May.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th April, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE.	"TAIYUAN"	22nd April.
CEBU.	"TAMING"	24th "
ILOLO.	"PROVIDENCE"	24th "
MANILA.	"SUNGKIANG"	25th "
TSINGTAO, CHEFOO and TIENSIN	"KANGU"	25th "
KOBE.	"TSIHAN"	25th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th April, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. H. Nottley	MANILA VIA AMOY	SATURDAY, 22nd April, at Noon.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 29th April, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 17th April, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"ATHOLL"	15th May, 1905.
"NORDPOL"	15th June, "

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 7th April, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Bremer	April 25th, 1905.
"ARABIA"	4,483	Bahle	May 11th, "
"ARAGONIA"	4,108	Schmidt	May 30th, "
"NICOMEDIA"	4,370	Wagner	June 26th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

(1)

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric
Light. First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons	Captain
"KWONG CHOW"	1,100—J. P. MARTIN.
"KWONG TUNG"	1,138—H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey ... \$4
Meals ... \$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
NINGPO and SHANGHAI	"HANGSANG"	THURSDAY, 20th April, 4 P.M.
MANILA	"LOONGSANG"	THURSDAY, 20th April, 4 P.M.
SHANGHAI	"HINSANG"	SATURDAY, 22nd April, 4 P.M.
SWATOW, CHEFOO and TIENSIN.	"WOSANG"	SUNDAY, 23rd April, Daylight.
S'GAPORE, PENANG & CALCUTTA.	"NAMSANG"	WEDNESDAY, 26th April, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 18th April, 1905.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PUNDUA,"
Captain R. F. Thomson, will be despatched as
above, on SUNDAY, the 23rd instant, at
Daylight.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 17th April, 1905.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin and Queensland Ports,
and taking through Cargo to Adelaide,
New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"
Captain Helms, will be de-patched for the
above Ports, on SATURDAY, the 6th proximo,
at Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.
A duly qualified Surgeon and Stewardess are
carried.

N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 11th April, 1905.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENALDER,"
Captain McIntosh, will be despatched as above
on or about the 15th May, 1905.

For Freight, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 17th April, 1905.

A FOOK & Co.,

12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS
AND COMPRADOES, COAL MERCHANTS
AND STEVEDORES OF SIXTY
YEARS STANDING.

ALL kinds of Provisions, Coal, Water and
Ballast supply from alongside at the
shortest notice and with all possible dispatch.
Moderate terms.

Orders solicited.

Hongkong, 23rd February, 1905.

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast).
PROPOSED SAILINGS FROM HONGKONG

1905.	About
"LOWTHER CASTLE"	19th April, 1905.
"SAGAMI"	20th May, "
"HINDUSTAN"	6th June, "
"ERROLL"	following.

For Freight and further information, apply
to
DODWELL & Co., LIMITED,
Agents.

Hongkong, 11th April, 1905.

HONGKONG-MACAO LINE.

S.S. "WINGCHAI,"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 6.30 P.M.

FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents, Return, 50 cents; Steerage, 10 cents.

TIFFIN and DINNER can be supplied
either on board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.

On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.

First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.

The Steamer is lit throughout by Electricity.
The Western end of Wing Lok Street.

MING ON & Co.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
NINGPO and SHANGHAI	"HANGSANG"	THURSDAY, 20th April, 4 P.M.
MANILA	"LOONGSANG"	THURSDAY, 20th April, 4 P.M.
SHANGHAI	"HINSANG"	SATURDAY, 22nd April, 4 P.M.
SWATOW, CHEFOO and TIENSIN.	"WOSANG"	SUNDAY, 23rd April, Daylight.
S'GAPORE, PENANG & CALCUTTA.	"NAMSANG"	WEDNESDAY, 26th April, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 18th April, 1905.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"POONA"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Godowns and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. "Peninsular".

Optional Goods will be landed here unless
instructions are given to the contrary before
1 P.M., TO-DAY.

Goods not cleared by the 21st instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by main
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees'
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns.

L. S. LEWIS,
Acting Superintendent.

Hongkong, 15th April, 1905.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PREUSSEN"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure, and Valuables, are being
landed and stored at their risk in the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 4 P.M.,
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 20th instant will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will
be examined on THURSDAY, the 20th instant, at
9.30 A.M.

All Claims must reach us before the 25th
instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 13th April, 1905.

Consignees.

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Company's Steamship

"INDRAMAYO,"

having arrived from the above Port, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

Goods not cleared by the 21st instant, at
5 P.M., will be subject to rent.

No Fire Insurance will be effected by us in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here, after
which no claims will be recognized.

This Vessel brings on part Cargo of S.S.
Verona from New York.

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 17th April, 1905.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"NAMSANG"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M. on WEDNESDAY, the
19th instant, will be landed at Consignees' risk
and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 15th April, 1905.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREVON I,"

FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees
of Cargo are hereby requested to
send in their Bills of Lading for Counter-signa-
ture, and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 13th April, 1905.

Consignees.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO',
LONDON AND STRAITS.

THE Steamship

"GLENLOCHY,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk in the
Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, at
Kowloon, where each consignment will be
sorted out mark by mark and delivery can be
obtained as soon as the Goods are landed.

Goods not cleared by the 20th instant will
be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the steamer's arrival, after which
no claims will be recognized.

MCGREGOR BROS. & GOW.

Hongkong, 13th April, 1905.

Intimations.

FURNITURE WAREHOUSE.

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA,"

Captain F. R. Summers, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 22nd
April, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. Mohaula, 9,500 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, etc., will be
conveyed from Bombay by the R.M.S. Ma-
donia, due in London on the 4th June.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent,
Hongkong, 8th April, 1905.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ARMAND BEHIC,"

Captain E. Guionnet, will be despatched for
MARSEILLES on TUESDAY, the 2nd
May, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. DUMEA.....16th May.
S.S. ERNEST SIMONS.....30th May.
S.S. POLYNESIE.....13th June.

G. DE CHAMPEAUX,
Agent.

Hongkong, 18th April, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KÖBE AND YOKOHAMA:

Steamers.	Tons.	Captains.	Sailing.
Trenton.....	9,606	T. W. Garlick.	At April 25
Eyra.....	4,417	G. V. Williams.	" May 2
Hyades.....	3,753	Geo. Wright.	" May 23

† Cargo only.

Steamer marked (*) have no second-class
passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw S.S. Shawmut and Trenton
are fitted with superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 18th April, 1905.

BOO CHEONG,

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle
and Ellans Duplicator.

Hongkong, 23rd February, 1905.

For Sale.

FOR SALE.

ONE 21-foot TRUSTCOTT MOTOR
BOAT, handsomely finished, fitted with
Cushions, Awning, &c. A brand new 34 Horse
Power Motor never been used for more than
test trials, everything in excellent condition,
speed 9 miles.

Apply to—

ORIENTAL CONSTRUCTION CO.,
Alexandra Buildings,
Hongkong, 13th April, 1905.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN TOMES & Co.,

General Managers.

Hongkong, 7th March, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quans)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.,

Hongkong, 10th January, 1905.

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,
for

GASOLINE AND GAS
LAMPS

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,

55, Lyndhurst Terrace.

Hongkong, 2nd May, 1905.

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.
Hongkong, 1st October, 1904.

To Let.

TO LET.

SIX FIRST-CLASS EUROPEAN
HOUSES in Observatory Road, Tsin
Tsa Tsoi, Kowloon. Each with five spacious
well-ventilated living rooms, two bath rooms,
kitchen, garden, tennis courts, servants' quar-
ters, water, gas, electric lights and bells.
Moderate Rental. Possession on or about
1st April, 1905.

Apply to—

ARRATOON V. APCAR & Co.,

45, Wyndham Street.

Hongkong, 6th January, 1905.

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.

No. 1, RIPON TERRACE.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIKE).

GODOWNS: PRAYA-EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 30th March, 1905.

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 26th March, 1905.

Dentistry.

THE AMERICAN SYSTEM

OF

DENTISTRY.

M. H. CHAUN, D. D. S.,

37, DES VŒUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given in "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000.	\$125	\$125	\$1,000,000 \$800,000 \$200,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16—\$35.46 for second half-year 1904	1 1/2 % \$780 sales (London £80 \$37)
National Bank of China, Limited	99,925	£7	£7	\$175,533 \$101,973	\$21,668	\$2 (London 3/6) for 1903	5 1/2 % \$37
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000.	\$250	\$50	\$1,000,000 \$1,739	\$150,494	\$17 for 1903	6 1/2 % \$185 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$930,000 \$191,992 \$26,366 \$71,445	Nil.	\$4 1/2 for year ended 30.11.1904	7 1/2 % \$58 sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 % Tls. 95 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,000,000 \$122,749 \$83,110 \$86,273	\$2,078,997	\$35 for 1903	5 % \$700
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$800,000 \$37,794	\$486,284	\$12 and \$3 special dividend for 1903	9 1/2 % \$155 buyers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$85,439	\$329,047	\$6 dividend & \$1 bonus for 1903	7 1/2 % \$26 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,203,505	\$360,372	\$34 for 1903	11 1/2 % \$307 1/2 sellers
SHIPPING, TUG AND CARGO BOATS.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$750,000 \$185,000	\$8832	\$1 for 1904	5 % \$21 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000 \$39,000	Nil.	\$2 for year ended 30.6.1904	5 1/2 % \$35 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$15	\$15	\$300,000 \$158,444	\$24,160	\$1 for second half-year 1904	9 1/2 % \$164 sales
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	Tls. 100,000 Tls. 100,000	£5853	10/- for 1903 @ 1/10 5/16—\$5.378	4 1/2 % \$121 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000 Tls. 25,000	Tls. 437,62	Tls. 2 1/2 final making Tls. 4 1/2 for 1904	8 1/2 % Tls. 54 sales
Do. (Preference)	200,000	£1	£1	Tls. 25,000 Tls. 25,000	£5852	Interim of 1/- (Coupon No. 5) for 1904	5 % Tls. 47 buyers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$100,000 \$100,000	\$1,287	\$1.80 & b. 40 cts. for year ending 30.4.05	5 1/2 % \$37 1/2
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$100,000 \$116,123	\$21,331	\$2.90 & b. 20 cts.	4 1/2 % \$28 1/2
Straits Steamship Company, Limited	5,000	\$100	\$100	Tls. 116,123 Tls. 276,679	Tls. 6,190	\$10 for 1904	8 % \$125 sales
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 276,679	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	10 1/2 % Tls. 28 buyers
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$2,000,000 none	\$32,812	Final of \$15 making \$20 for 1904	9 % \$120 sales
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$83,987	\$3 for 1897	9 % \$127 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	4 1/2 % Tls. 51 buyers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$1,000,000 none	\$7,820	No. 3 of 1/6	8 1/2 % Tls. 7 1/2 sales
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	none	\$672,991	50 cents making G. \$1 for 1904	1 1/2 % G \$17 1/2 sales
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	\$1,500,000 £4,873	Dr. £4,029	No. 12 of 1/-=48 cents .....	... \$4 buyers
Société Française des Charbonnages du Tonkin							
DOCKS, WHARVES & GODOWNS.	16,000	Fcs. 250	Fcs. 250	Fcs. 250,000 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903 .....	... \$490
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$150,000 \$58,423	\$8,577	\$3.75 for 1904	10 1/2 % \$35
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	\$2,000,000 \$39,000	\$29,422	Final of \$2 1/2 making \$5 1/2 for 1904	4 1/2 % \$107 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000 \$33,500	\$49,289	\$6 dividend and \$1 bonus for 2nd half- year 1904	6 1/2 % \$203 buyers
Haworth Friskine, Limited	12,000	\$100	\$100	\$1,200,000 \$69,000	...	\$10 div. & \$5 bonus for year end. 30/6/04	6 1/2 % \$150 buyers
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$360,000 \$55,500	\$49	\$1 1/2 for 1903	6 % \$21
Riley Hargraves & Co., Limited	6,000	\$100	\$100	\$600,000 \$150,000	\$40,936	\$10 div. and \$3 1/2 bonus for 1903	6 1/2 % \$130 buyers
Do. (Preference)	2,750	\$100	\$100	Tls. 900,000 Tls. 48,153	Tls. 10,711	\$7 dividend	8 1/2 % Tls. 156
S. C. Farnham, Boyd & Co., Limited	55,750	Tls. 100	Tls. 100	Tls. 5,575,000 Tls. 48,153	Tls. 10,711	Tls. 5 interim for 1904/5	8 % Tls. 186
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 3,200,000 Tls. 39,880	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	6 % Tls. 186
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$3,700,000 \$2,100,000	\$206,615	\$20 for 2nd half year making \$26 for 1904	7 1/2 % \$30 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 250,000 Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	9 1/2 % Tls. 187 sales
LANDS, HOTELS & BUILDINGS.							
Astor House Hotel Company, Limited (Shanghai)	30,000.	\$25	\$25	none	\$9,989	\$2 1/2 for year ended 30.6/1904	8 % \$31
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 8,000	Tls. 655	Interim of Tls. 4	6 1/2 % Tls. 150 sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000 \$100,000	\$3,354	\$5 for second half-year making \$10 for 1904	7 1/2 % \$140 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 \$39,000	\$37,875	Final of \$6 making \$12 for 1904	9 1/2 % \$129 sellers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 225,000 Tls. 13,966	Tls. 680	Tls. 8 for 1904	7 1/2 % Tls. 21 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$200,994	\$11,958	\$10 div. and \$3 1/2 bonus for 1903	4 1/2 % Tls. 42 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 none	\$377	90 cents for 1904	7 1/2 % \$12.40 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 2,600,000 Tls. 28,813	Tls. 20,716	\$3 for 1904	7 1/2 % \$35 1/2 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	Tls. 70,000 Tls. 17,000	Tls. 20,716	Tls. 3 final and Tls. 2 1/2 bonus making Tls. 8 for 1904	7 1/2 % Tls. 115 sales
Tientsin Land Investment Company, Limited	7,276	Tls. 100	Tls. 100	Tls. 727,600 Tls. 61,300	Tls. 725	Tls. 5 for 1904	10 % Tls. 47
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	Final of Tls. 4 making Tls. 7 for 1904	5 1/2 % Tls. 125
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,247	None .....	... Tls. 12 buyers
COTTON MILLS.							
Fwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Final of \$1.70 making \$3.20 for 1904	5 1/2 % Tls. 12 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$2,862	Tls. 4 for year ended 31.10.1903	0 % Tls. 40 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000 Tls. 35,227	Tls. 13,609	50 cents for the year ending 31.7.04	3 % \$161 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 3 % a/c 1898 .....	... Tls. 38 1/2 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,050	Interim of 4 % a/c 1898 on 6,000 shares ..	... Tls. 42 sales
CIGARS AND TOBACCO COS.							
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900 .....	... \$100
Philippine Company, Limited	67,500	\$10	\$10	...	...	First year .....	... \$91 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	13 1/2 % Tls. 68 sales
MISCELLANEOUS.							
A. S. Watson & Co., Limited	50,000	\$10	\$10	Tls. 250,000 \$25,000	\$2,883	Interim of 50 cents for 1904	7 1/2 % \$134 buyers
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	...	First year .....	... \$115 sales
Reilly's Asbestos Eastern Agent, Limited	8,064	12/6	12/6	none	\$161	6d. per share for 1903	8 % \$34
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$8,000	\$1,182	\$3 for 1904	8 1/2 % \$36
Central Stores, Limited	6,000	\$15	\$12	\$10,000	\$1,253	Interim of \$1.20 for 1904	11 1/2 % \$21 sellers
Do. (Founders)	123	...	...	...	...	None .....	... \$100
Do. (New Issue)	24,000	\$15	\$12	...	...	Preferential of 7 per cent for 1904	7 % \$8 sales
Lina-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904	7 1/2 % \$13 1/2 ex div.
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000 none	Tls. 718	Tls. 5 for 1904	7 1/2 % Tls. 65
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,749	None .....	... \$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1904	9 1/2 % \$44
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	...	...	\$1 1/2 for year ending 31.7.1903 .....	... \$17 1/2 buyers
E. L. Monden, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 152,318	Tls. 5 for 1902 .....	... Tls. 25 sales
Fraser and Neave, Limited	4,500	\$10	\$10	\$12,500	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	8 % \$90 buyers
Green Island Cement Company, Limited	100,000	\$10	\$10	\$400,000 \$25,000	\$9,754	\$2 for 1904	7 1/2 % \$27 sales
Do. (New Issue)	50,000	\$10	\$10	\$25,000	\$7,511	First Year .....	... \$17 sales
Hall & Holt, Limited	21,000	\$20	\$20	\$23,109 £3,000	\$7,511	Final of \$1 making \$2 1/2	11 % \$23 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	...	£7,625	£1 div. and 2/- bonus for 1903	7 1/2 % \$160 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	{ \$1.00 cents } for year ending 30.4.1904	6 % \$17 1/2 sales
Hongkong High-Level Tramways Company, Ltd.	30,000	\$10	\$10	...	...	{ \$1.00 cents } for year ending 30.11.1904	6 % \$11 buyers
Hongkong Ice Company, Limited	1,250	\$100	\$100	\$50,000	\$2,795	\$15 for year ending 30.11.1904	7 1/2 % \$200 buyers
Hongkong Rope Manufacturing Company, Ltd.	5,000	\$25	\$25	\$60,000	\$5,356	Final of \$15 making \$17 for 1904	7 % \$245
Hongkong Steam Waterboat Company, Limited	10,000	\$50	\$50	\$60,000	\$11,137	\$10 for 1904	7 % \$145
Katz Brothers, Limited	15,000	\$10	\$10	\$1,100	\$299	Final of \$20 div. and 50 cts. bonus making \$1.50 for the year ended 30.9.04	10 % \$14 sellers
Lane, Crawford & Co., Limited (Shanghai)	10,000	\$100	\$100	\$475,000	\$1,400	\$8 for 1901	6 % \$135 buyers
Maatschappij tot Mijn. Bosch en Landbouw- plaat in Langkat, Limited	2,500	\$100	\$100	...	\$21,581	Interim of \$5	8 % \$135 buyers
Maynard and Company, Limited	25,000	Gs. 100	Gs. 100	Tls. 528,107 Tls. 19,465	Tls. 35,449	1st quarterly of Tls. 7 1/2 paid 15.3.05	12 1/2 % Tls. 240 sales
S. Moutrie & Company, Limited	4,000	\$10	\$10	none	...	\$2 for year ended 31.10.1904	9 % \$23
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	\$1,000	\$331	Final of \$3 making \$5 for the year ending 30.6.04	9 % \$55 sales
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 145,000 Tls. 108,172	Dr. \$5,337	None .....	... \$50
Shanghai Hops Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 8,011	Final of Tls. 5 making Tls. 8 1/2 for 1904	7 1/2 % Tls. 112 sales
Shanghai Paper and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	5 1/2 % Tls. 88 sales
Shanghai Waterworks Company, Limited	7,300	Tls. 100	Tls. 100	Tls. 73,000	Tls. 6,948	Final of Tls. 8 making Tls. 14 for 1904	9 1/2 % Tls. 155 sales
Singapore Dispensary, Limited	1,000	\$20	\$20	Tls. 140,000	Tls. 7,369	Final of 37/6 making 52/6 for 1904	6 % Tls. 410
South China Morning Post, Limited	6,000	\$25	\$25	\$20,000	\$1,769	\$6 1/2 for year ended 31.7.1904	8 % \$80
Steam Laundry Company, Limited	5,000	\$5	\$5	none	Dr. \$39,020	None .....	... \$23 sales
Straits Ice Company, Limited	10,000	\$5	\$5	none	\$3,644	60 cents for year ended 31.5.04	8 1/2 % \$7 buyers
Straits Trading Company, Limited	2,000	\$100	\$100	\$25,000 \$50,000	\$700	\$10 for second half year 1904	13 1/2 % \$44 buyers
Tientsin Native City Waterworks Company, Ltd.	2,041	Tls. 100	Tls. 100	none	Tls. 2,045	\$1 div. and 35 cents bonus for half year ended 30.6.1904	6 1/2 % \$42 sales
Tientsin Waterworks Co. company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 2,311	Tls. 2 for half year .....	... Tls. 100
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	...	...	Final of Tls. 4 making Tls. 8 for 1903/4	6 1/2 % Tls. 125 sales
Do. (Founders)	100	\$10	\$10	\$20,000	\$283	90 cents for year ended 31.5.1904	9 1/2 % \$9 buyers
William Powell, Limited	12,000	\$10	\$10	\$3,000	\$488	Interim of 50 cents for year 1901/1902	10 1/2 % \$101 buyers